



## Association formed in Fraserburgh 'Deckies' demand a share of the action

FRASERBURGH deckhands are demanding more say in how the fishing industry is run and last week they took the first steps to see that they get it.

Deckies were out in force at a meeting last Saturday, when the keel was laid for the Fraserburgh Deckhands' Association. Well over a hundred men pledged their support to an elected committee whose first job was to get the wheels in motion towards setting up a national committee.

The fishermen claim that all major decisions affecting their future are made by skipper orientated bodies without consulting the deckhands. Bill Wilson (34), representative for the association, said: "There seems to be a clique in our industry and that should not be."

## PRICES ROCKET UP AT GRIMSBY

EVEN a plague of ladybirds, some of them large enough to nip the unwary, could not dampen quayside trading at Grimsby last week.

The unseasonal scramble for fish, mainly by the frozen food companies and bulk processors, pushed prices higher and higher despite very heavy landings in excess of 35,000 kits.

With swarms of the insects invading the fish docks daily and making a nuisance of themselves, tempers were at times strained, particularly among the filleters who had their work cut out dealing with the heavy catches, but generally good sense prevailed with everyone delighted to see the port so active at this time of the year.

The distant water trawlers again showed the recent recovery in grossings was no flash in the pan and there were a whole string of big earnings.

Skipper Barry Stokes in the big BUT sidewinder Ross Renown, standing in for Harry McCall, led the way with £4,800 from 2,424 kits of fine Icelandic codstuffs.

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## Fyldea keeps up good run

FLEETWOOD'S Skipper Victor Buachlin continued his excellent run of success in the stern trawler Fyldea last week when he brought the vessel back to port with 1,800 high quality kits.

This week the committee has been busy getting meetings organised throughout the ports of Scotland in an effort to establish a nation-wide committee.

There was only one other

catch from Iceland landed during the week. This was brought in by the side trawler Ella Hewett (Skipper Jim Buckley).

This vessel worked Rockall on her way back to port which increased her catch by around 150 of haddock, but her total of 1,792 kits, including more than 1,400 of cod, made up a total of £30,492 — a disappointing figure for a 18 day trip.

For those vessels forced to work middle water grounds because of the Oslo agreement, it was again Rockall which provided some assistance.

The 12ft stern trawler Arman (Skipper John Burns) went to the area and returned after only eight days with 854 kits, almost all haddock, which sold for £10,505.

### Sister-ships

THERE was an unexpected catch for Fleetwood last week when the Hull stern trawler Northella arrived with a cargo of 800 tons of frozen fish.

The vessel, owned by J. Marr and Son Ltd., was working off the Norwegian Coast when she developed mechanical problems. She put into Norway, but it was decided to bring her home.

But Hull was not able to cope with the vessel in addition to the freezers already in, so she was diverted to the west coast.

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and she sailed last week for the distant-water grounds.

## Pair record goes

GRIMSBY pair trawlers East Bonk (Skipper Jerry Lee) and Seacher (Skipper Borge Neijrup) continued their remarkable run of success with a new port daily average record on July 20.

After a lightning 7-day North Sea trip, they landed a combined tally of 896 kits, mostly quality codstuffs, to gross £21,421 through the Tom Sloght (F.S.) Ltd.

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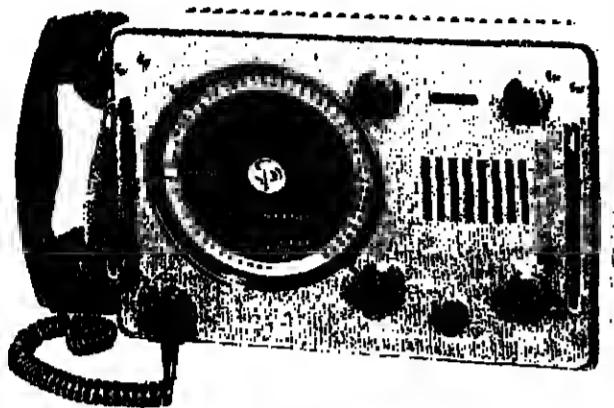
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# Scarborough boats boost wet fish supplies at Hull

SCARBOROUGH boats trawling in the North Sea and landing some of the catches at Hull are making very welcome supplements to the port's wet fish supplies.

So far, discharges have been confined to two vessels, but the extent of trade interest strengthens a belief that other vessels will follow.

Direct landings at Hull by Scarborough trawlers began on June 24 and up to July 22 five boats had been put ashore: four by the 68ft. *Pathfinder* and one by *Good Intent*.

*Pathfinder* actually completed five trips, a discharge at Scarborough interspersed her Hull calls. Even so, the

whole of this landing was sent over to Hull.

Total landings by *Pathfinder* at Hull and Scarborough had been put ashore: four by the 68ft. *Pathfinder* and one by *Good Intent*.

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# STOUT 'SAREPTA' PACKS 80 hp

ONE OF THE largest wooden cruiser-sterned boats to come from a Scottish yard in recent years has been completed by the Sandhaven yard of J. and G. Forbes and Co. Named *Sarepta*, she has been built to the order of Skipper John Noble of Fraserburgh, formerly mate aboard the 80ft. wooden boat *Kallista*.

With an overall length of 80ft. and registered length, 79ft. 6in., *Sarepta* has a beam of 23.1ft. and net registered tonnage of 83.15.

She is equipped for seining, single and two-boat trawling, and carries separate seine and trawl winches.

Her power block assembly is of unusual design and has been put together by the Fraserburgh firm of May and Bruce.

The block is a 24RA model from Rapp Fabrikker and it is mounted on the end of a derrick of telescopic design which incorporates a hydraulic cylinder to allow the block to be extended further out from the end of the derrick.

*Sarepta* is powered by a Caterpillar D308 engine which gives 850 hp at 1,225 rpm to drive a Pay and Brink variable pitch propeller through a P. and B. 3.9:1 reduction gearbox.

A Dowty variable displacement hydraulic pump to drive the seine and trawl winches is driven off the forward end through a Northern Tool and Gear step-up gearbox. Other equipment driven from the engine includes a 22kW 110V Tronsmotor generator, an AC300 24V alternator and a 3in. Desau bilge and general service pump.

The auxiliary engine is a Caterpillar 3306 which develops 125 bhp and runs at a constant speed of 2,000 rpm.

It drives another Dowty variable displacement hydraulic pump through a Caterpillar clutch, and as the main or auxiliary engine can be used to drive the seine and trawl winches. Changeover between the two pumps is by a valve.

Also driven from the auxiliary engine are the Vickers V36 power block pump, a 20kW 110V Hugh J. Scott

**50 years ago**

JULY 31, 1926

**BOSTON** Deep Sea Fishing Co. buys 17 stann trawlers for Fleetwood. The vessels were used for war service.

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AN 82-year-old London  
fish-earner builds a house  
out of Norwegian fish  
boxes. Nails from the boxes  
were straightened and used  
again; the windows were  
a gift.

**BOSTON** (Linos) Cor-  
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Turn to page 12

## 'Cooled' steel trawler

OLGARRY — the first steel trawler from an Irish Sea Fisheries Board (BIM) boatyard — is now starting work under Skipper Noel McGing.

As reported in *Fishing News* last week, she is the first in a line of steel trawlers from BIM's Kilbybagy yard and, at 87ft. 6in., is the largest craft BIM has built so far. Beam is 24ft.

and moulded depth, 12ft. 1in. The switch from wooden to steel is designed as a slide and has a round bilge form, transom stern, raked soft stem and whaleback. Port and starboard bulkheads divide into six compartments: net store, fish hold, accommodation and stern tank.

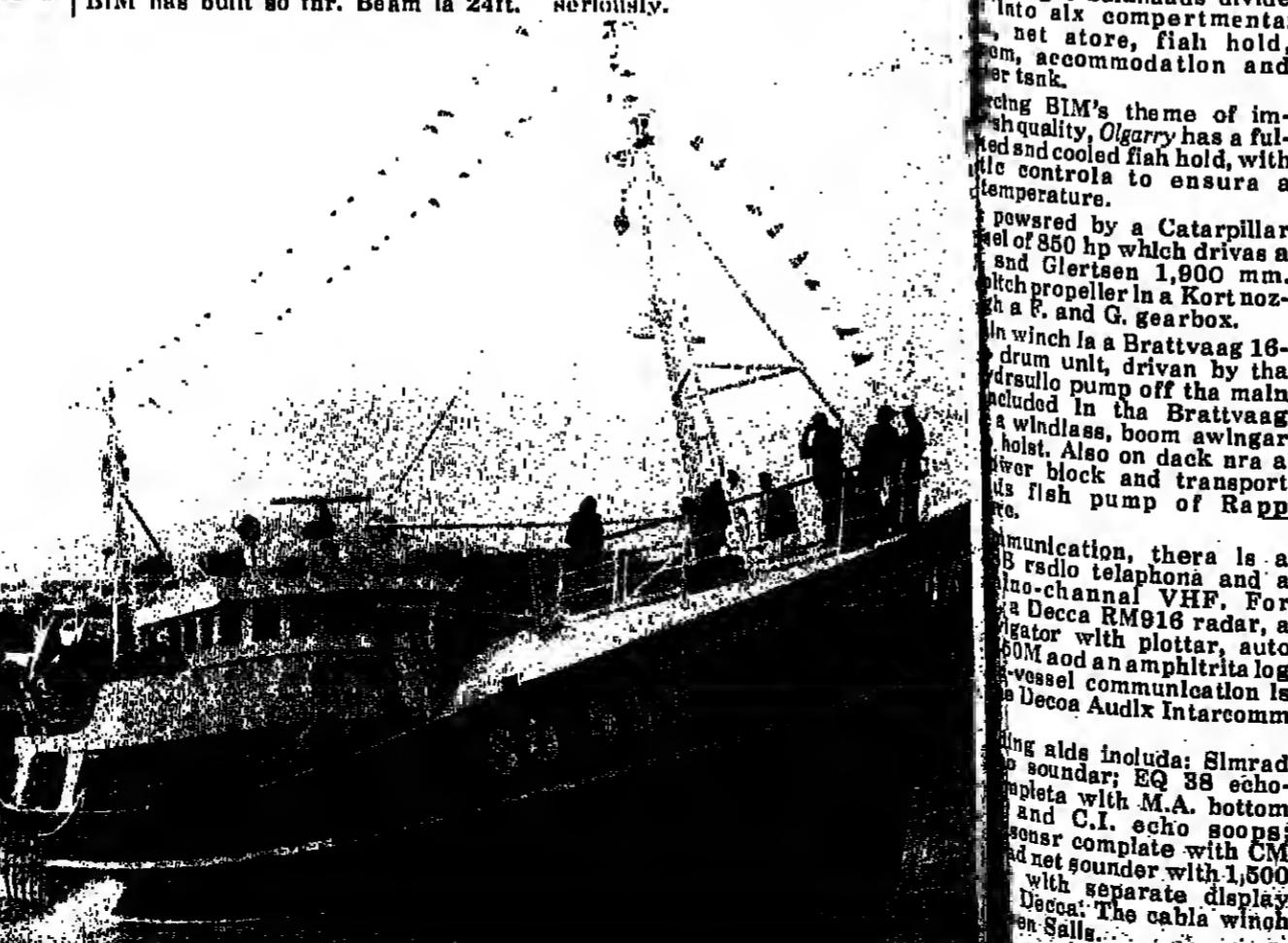
Using BIM's theme of improved quality, Olgarry has a full and cooled fish hold, with temperature controls to ensure a temperature.

Powered by a Caterpillar 350 hp which drives a Götaver 1,900 mm pitch propeller in a Kort nozzle, a P. and G. gearbox.

A winch is a Brattvaag 16-drum unit, driven by the hydraulic pump off the main generator. In the Brattvaag is a windlass, boom swing hoist. Also on deck are a derrick block and transport and fish pump of Rapp.

Communication, there is a radio telephone and a VHF. For a Decca RM916 radar, a plotter with plotter, auto DCM and an amphitrollog vessel communication is a Decca Audix Intercom.

Other aids include: Simrad sonar; EQ 38 echo-sounder; M.A. bottom and C.I. echo-sounders; sonar complete with CM and sonar with 1,500 with separate display. Decca. The cabin winch is a Simrad.



AT LAST the tide of adversity has turned and the long wait for better times has become a reality. There have been greatly improved fishing and grossings for Grimsby's small boat operators.

Not since the late summer of 1973 has there been anything comparable with the good catches and respectable grossings by the port's seiners and pair teams.

"We've had 46 kits on an

average as 96 lines and the next trip over 100 kits on 40 lines!"

A major problem facing

skippers is the price of bait,

with prepared mackerel mak-

ing about £2 per stone (and

herrings over £3), but the

problems don't end there.

"Tangled lines 'blathered'

in algae take hours to unwind

before the tedious process of

baiting up again can begin.

Wohly markets, hit by the

heatwave, are making life ex-

tremely hard."

Latest recruit to the

Grimsby-owned fleet of liners

is the former Stonehaven

fly-shooter *Bealichd Miles* (A

206), which for readers

without Gaelic translates into

Sweet Promise.

John Allen and partners

brought her down at the start

of the season and, with

Skipper "Ra" Crawford at

the helm, she is living up to

her name through the Tom

Sleight (F.S.) Ltd. agency.

Also joining in after whelking

since Christmas is *Shepherd*

*Lad* (Skipper Lol Washington).

Despite the rough weather

early on, she has come

through the season fairly well

with upwards of 21,000 wish,

but not everyone is going over

to lining. Skipper Nico Miles

in his *Myrtle* is still trawling

on.

There's that much prime

fish in the water that the dogs

are a bit finicky and you

never know what to expect,

but what fish we are getting

are, by and large, a pretty

good sample with some very

large bitches about.

Among boats to be fitted

when things slacken off is the

fly-shooter *Sleek*, which is

having a set specially made to

meet her needs.

One unexpected job on the

slipways was very extensive

repairs to the pair trawler

*Paul Antony* after a neat

bump with the Humber

Lighthship. The impact

shattered the stem, smashing

frames and planking and

caused considerable internal

shifting and damage.

By working around the

## INSHORE at Grimsby

A MONTHLY FEATURE

clock, shipwrights Bridges & Salmon Ltd. amazingly sliced to pieces the original estimate for the job and, as always, are still setting a very high standard of workmanship. Paul Autory is paired with the former Boston Group seiner *Swedenborg*, now renamed *Fremdeck* (GY 306).

I end on a gloomier note this time: Grimsby's seiner owners are deeply concerned at the protracted business of the EEC in declaring their anticipated 200-mile limit and the low priority given to the negotiations to establish exclusive fishing zones.

Despite the present excellent fishing in the North Sea, its resources are finite if overfished and, if Grimsby is to prosper, our politicians must insist on a sensible figure. This should be well in excess of the 12-miles the industry fears the Government feels to be acceptable.

TOM WOOD

feed in the water that the dogs

the soles are about.

Back at Grimsby after a spell being re-engined at Scarborough is the Sam Chapman & Sons Ltd. seiner *Gillian*. With a new Gardner 6LXB to replace her old Humber "thumper", Twin Disc gearbox, also a Lister Auxiliary and Losse net hauler plus several minor

alterations, she is virtually as good as new. Skipper Boie Andersen is putting her through her paces and will be keen to make up for lost time.

With a number of seiners

waiting for the very popular

Ramme seine rope drums

which Marine Diesel Service

(Grimsby) Ltd., now fits,

the unexpected job on the

slipways was very extensive

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Lighthship. The impact

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By working around the

successfully, especially when Buckie seiner *Delma* (skipper-owned Kanud Jorgenson) sacrificed some valuable fishing time to take

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
 £51,800: *Ross Renown*, BUT (Sk. B. Stokes), 2,420 kits, I, 21 days.  
 £49,800: *Northern Gift*, BUT (Sk. D. P. Pirey), 2,326 kits, I, 22 days.  
 £47,750: *Spurs*, Consolidated (Sk. W. Hardie, Jr.), 1,995 kits, I, 21 days.  
 £42,680: *Northern Reward*, BUT (Sk. W. Harris), 1,887 kits, I, 21 days.  
 £37,795: *Lord Jellicoe*, BUT (Sk. M. Nevel), 1,694 kits, I, 22 days.  
 £32,145: *Barnaleys*, Consolidated (Sk. G. Bryan), 1,491 kits, I, 20 days.  
 £22,113: *Ross Kipling*, Consolidated (Sk. W. Ferrand), 1,129 kits, WS, 23 days.

### Middle water

£20,215: *Road Cougar*, BUT (Sk. J. Major), 1,191 kits, W, 13 days.  
 £19,447: *Erino*, Taylor (Sk. G. Smith), 920 kits, FW, 16 days.  
 £16,066: *Okino*, Taylor (Sk. L. Bowden), 895 kits, F, 17 days.  
 £15,962: *Yesso*, Taylor (Sk. P. Brown), 835 kits, F, 14 days.  
 £15,866: *Notts Forest*, Consolidated (Sk. D. Shore), 1,003 kits, W, 14 days.

### North Sea

£5,947: *Tom Graut*, Lindsay (Sk. A. Wraith), 400 kits, NS, 14 days.  
 £5,411: *Lofoten*, Lindsey (Sk. H. Burgess), 237 kits, NS, 13 days.  
 £5,215: *Loveden*, Lindsey (Sk. G. Ireland), 210 kits, NS, 13 days.

### Sailors

£7,393: *Rosmine*, Chapman (Sk. V. Thomsen), 331 kits, NS, 15 days.  
 £7,389: *Limando*, Richardson (Sk. H. Thomsen), 314 kits, NS, 14 days.  
 £6,566: *Iris Dean*, Consolidated (Sk. H. Andersen), 285 kits, NS, 11 days.  
 £6,192: *Kesteven*, Sleight (Sk. J. Olesen), 237 kits, NS, 13 days.  
 £5,424: *Arundel*, Richardson (Sk. H. Andersen), 285 kits, NS, 11 days.  
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 £5,393: *Rosmine*, Chapman (Sk. V. Thomsen), 331 kits, NS, 15 days.  
 £5,389: *Limando*, Richardson (Sk. H. Thomsen), 314 kits, NS, 14 days.  
 £5,380: *Iris Dean*, Consolidated (Sk. H. Andersen), 285 kits, NS, 11 days.  
 £5,383: *Idena*, Marr (Sk. W. Taylor), 1,065 kits, 18 days.  
 £1,476: *Nareno*, Marr (Sk. T. Watson), 742 kits, 13 days.  
 £1,406: *Wyre Defence*, Wyre (Sk. G. Wright), 688 kits, 16 days.  
 £1,515: *Armando*, Marr (Sk. J. Burnal), 853 kits, 9 days.  
 £9,542: *Wyre Revenge*, Wyre (Sk. W. Spearpoint), 612 kits, 7 days.  
 £5,917: *David Wilson*, Hazel (Sk. P. Bedford), 415 kits, 14 days.  
 £5,103: *Andrew Wilson*, Hazel (Sk. S. Thompson), 391 kits, 14 days.

### Pair teams

£15,831: *Golden Venture* 1Sk. P. Pilkington), 632 kits, and £8,400: *Skanderborg* (Sk. P. Scott) 428 kits, both John R., NS, 13 days.  
 £13,156: *Savannah* (Sk. H. Thomsen), 567 kits, and £8,943: *Tino* (Sk. P. Thomsen) 480 kits, both Richardson, NS, 11 days.  
 £11,861: *Sonia Jane* (Sk. D. Bewley) 169 kits, and £10,418: *Anna Michelle* (Sk. M. Jørgensen) 414 kits, both John R., NS, 12 days.

## HUMBER VESSELS DUE

GRIMSBY  
 Exacted during the week from Iceland: *Aldershot*, Boston (Thomsen), *Cardiac*, Ross Kelly, *Ross Revenge*, Vitruin, from White Sea; *Ross Khartron*, from Frobisher Fjord and Wasterly; *Lepanto*, Okino, Nengo, Nolis Forest, Mohne, Ross Civel, Ross Dominic.

## PORT MARKETS

### MONDAY, JULY 26

GRIMSBY  
 From 32 boats met a good demand. Prices: shelf cod, £23.40/£2.90; codling, £2.40/£1.80; large haddock, £2.90/£2.20.

A good supply of 7,820 kits.

### FISHING NEWS

#### ABERDEEN

£12,218: *Searcher* (Sk. B. Nejrup) 511 kits, and £9,203: *East Bouk* (Sk. J. Lee) 385 kits, both Sleight, NS, 7 days.  
 £9,415: *Martin Norman* (Sk. D. Cox) 383 kits, and £9,416: *Clee* (Sk. M. Cox) 356 kits, both Sleight, NS, 12 days.

£18,639: *Glen Urquhart*, Marr (Sk. A. Brown) 822 kits, I, 12 days.  
 £14,705: *Admiral Jellicoe*, North Star (Sk. J. Bowie), 440 kits, F, 12 days.  
 £11,642: *Ross Kittiwake*, BUT (Sk. A. Banks), 688 kits, S, 11 days.  
 £10,418: *Cedearla*, BUT (Sk. J. Campbell) 616 kits, W, 12 days.

£54,198: *Westella*, Marr (Sk. R. Warren), 2,567 kits, I, 22 days.  
 £52,536: *Road Sirius*, BUT (Sk. D. Whiting), 2,230 kits, I, 21 days.  
 £44,736: *C.S. Forester*, Newington (Sk. R. Taylor), 2,116 kits, I, 19 days.  
 £41,821: *Ross Trafalgar*, BUT (Sk. E. Ward), 1,978 kits, I, 20 days.  
 £39,202: *Boatman Kestrel*, Boston, 1,961 kits, I, 19 days.  
 £38,527: *Kingston Beryl*, BUT (Sk. A. Start) 1,595 kits, I, 22 days.  
 £35,253: *Portia*, BUT (Sk. L. Goodman), 1,564 kits, I, 20 days.  
 £30,476: *Kingston Pearl*, BUT (Sk. D. Wooldridge), 1,508 kits, I, 24 days.

£10,067: *Boatman Wasp*, Boston (Sk. R. Studd), 376 kits, NS, 12 days.  
 £38,527: *Kingston Beryl*, BUT (Sk. A. Start) 1,595 kits, I, 22 days.  
 £39,912: *Suffolk Chieftain*, Hobsons (Sk. E. Brighty), 328 kits, NS, 13 days.  
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